LAMBORGHINI BLANCPAIN SUPER TROFEO

Technical Regulations 2014

March 10, 2014

This is an important document. All Participants should read these Regulations before completing the relevant entry form. Please contact IMSA if you have any questions in relation to these Regulations. It is the responsibility of the Participant to read, understand and comply with the Regulations. Failure to do so will not provide any relief from the Regulations.

THESE REGULATIONS OF THE LAMBORGHINI BLANCPAIN SUPER TROFEO ARE AN INTEGRAL PART OF THE IMSA RULES FOR THIS SERIES AND ARE INCORPORATED BY REFERENCE HEREIN.

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TECHNICAL REGULATIONS

IMSA and Lamborghini reserves the right to change any clause and regulations herein at any time to ensure the successful outcome of the Lamborghini Blancpain Super Trofeo. The seasonal entry application form must be filled in properly by the driver/competitor.

CONCEPT

The Series is designed to keep competition fair and costs low by minimizing the possible changes to the Cars as homologated and delivered. Therefore, any technical action by competitors in contravention with these principals is subject to penalty.

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Anything not expressly authorised by these regulations or by the official Lamborghini Technical Documentation is prohibited. The official Lamborghini Technical Documentation includes the Spare Parts Catalogue, Wiring Diagrams, Workshop Manual and Technical Bulletins

Except where specifically permitted herein, there are no changes permitted to the Cars from their original specifications. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the Car to change its mechanical properties.

Except where specified, all parts must be Stock as defined in SSR Art. 2. Transposition of parts from one model year to another is prohibited except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.

The only operations, which may be carried out, are those necessary for routine maintenance or for the replacement of worn parts or those damaged through accident. It is expected that each entrant will dispose of all the equipment in order to perform these operations. The limits to the modifications and to the assemblies allowed are specified in these regulations. Unless provided by these authorizations, any part altered through wear or accident may only be replaced by a part of identical origin to the damaged piece. Additions to parts or materials are forbidden unless expressly authorised by these regulations or by the fiche, and by the official technical documentation.

The Competitors are authorized to use only original spare parts provided by Lamborghini, the use of non official spare parts without the official Lamborghini sign, will result in penalties or disqualification to the competitors.

If, in the sole judgment of the Technical Manager, the Cars do not meet the spirit or intent of these Regulations, he may order them to be corrected to be in compliance prior to any further participation in the Event. Any waiver of any technical requirement by the Technical Manager shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other Cars for the same issue.

Limits of Adjustments: Except as may be specified or permitted in these Regulations, the limit of any adjustment on the Car shall be the range of adjustment permitted by the Stock parts using the Stock fixation points as supplied by the manufacturer. Additional adjustment points within or outside the range must not be created by altering parts from their as-manufactured configuration.

ELIGIBLE CARS

The only car eligible is the Lamborghini Blancpain Super Trofeo Gallardo LP 570-4 race car.

Under extraordinary circumstances, a competitor may apply to the Race Director and Technical Manager, who shall consult with the IMSA VP, Competitoin and Technical Regulations, for permission to replace an irrevocably damaged monocoque with another of equal specification or another Car not currently entered in the Event. Any decision regarding the approval or non-approval of any replacement/substitution is not subject to protest or appeal.

SCRUTINEERING

Competitors are obliged to present their Cars in accordance with IMSA RULES. Failure to do so may result in penalties up to and including exclusion.

IMSA retains the right to impound any Car for Scrutineering at any point in the Event and in case of doubt, may retain any Car after the Event until such matters have been resolved. Such Scrutineering may include the disassembly of various parts of the Car, including but not limited to the engine and or the transmission. Competitors accept that in order to complete such inspection, the mandatory seals may be broken and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition.

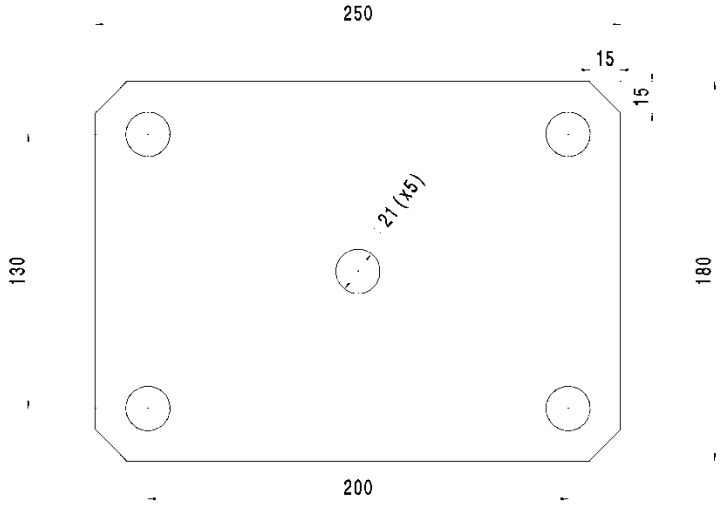
IMSA: may collect any data from the Cars; may require the teams to provide data from on-board data collection systems; may plug into and collect data from any data collection system. IMSA will not be responsible for any data lost during or as a result of this process.

MINIMUM WEIGHT

The Lamborghini Gallardo Super Trofeo cars, including their safety devices and all the lubricants (excluding the driver), must weight no less than 1320 Kg at all times during the event.

Any cars not reaching this weight are obliged to apply ballast which must be declared before the race and approved by IMSA. The additional weight fitted, in order to achieve the minimum weight, has to be positioned in the passenger foot well area, accordingly with the following points:

It must be made from stacking metallic plates according to drawing n° 1 below
The plates must be firmly attached inside the housing by means of 5 x M12 fasteners
The fasteners must allow for the provision of a seal
The system must insure the safety of the driver in every condition.

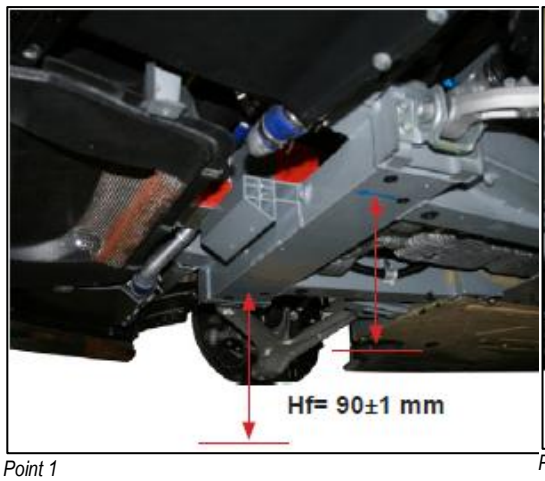


Drawing n°1

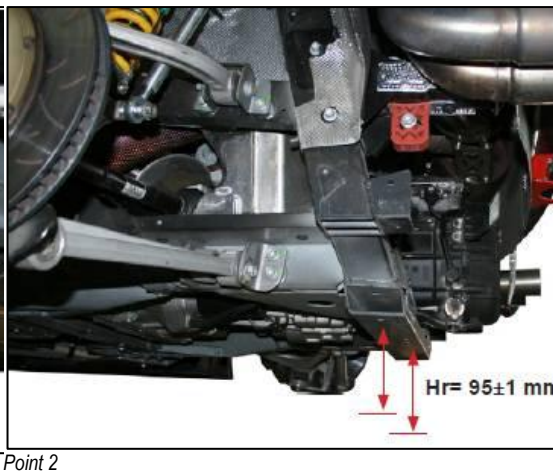
MINIMUM HEIGHT

The minimum height allowed is > 90 mm +/- 1mm (point 1) on the fixed points on the front, right and left, side of chassis of the car, measured at the purpose holes in the underfloor, > and 95 mm +/- 1mm (point 2) on the fixed point on the rear right and left side of chassis of the Car, measured at the purpose holes in the underfloor.

The reference tire pressure of 30 psi be utilized for Height Measurement. IMSA is permitted to control, at any time, tire pressure so that it is in compliance with the requirements provided by Pirelli.
This measurement is taken on the ground reference at the IMSA Technical Inspection area.



Point 1



Point 2

ENGINE

The engine must be Stock. For this reason all the engines will be sealed directly by Lamborghini so that no work can be carried out on them. Only Lamborghini is allowed to carry out maintenance work on the engine.
In case of failure the engines must be sent directly to Lamborghini still sealed.
In any case before attempting any maintenance work that can involve or damage the seals of the engine all Competitors must inform and receive permission from IMSA.
The Competitor will not be permitted to start the race if, IMSA with the technical support of Automobili Lamborghini, determine the documentation and seals do not conform as stated above.
IMSA reserves the right to check the conformity of the seals on the engine at any time.

x2

x2

x1

x1

The modification of any part of the engine is prohibited; material may not be removed or added unless permitted by these Regulations and/or the Homologation Fiche.
During the Event Lamborghini, in agreement with IMSA, reserves the right to replace or check at anytime the two ECUs (electronic control unit) dedicated to the engine management system or to check the conformity of the Software of the two ECUs.
Lamborghini will collect and collate the engine serial number with the chassis number of each vehicle.
The Competitor is required to submit the proper claim form (Appendix 2) for any maintenance or replacement operation involving the removal of seals.

ELECTRICAL SYSTEM

The socket for connecting diagnosis equipment must always be operational and must be accessible at anytime for all the ECUs (Electronic Control Units) of the Car so that tests can be conducted upon Lamborghini's request, in agreement with IMSA.
Only the specified Data recording systems as delivered from Lamborghini are permitted.
The diagnosis of the car must be performed with only the official Lamborghini diagnostic tester as specificed in the official Automobili Lamborghini Spare Parts catalogue.
The acquisition table in the data logger must be as specified by Automobili Lamborghini.
GPS systems are permitted only using the “MTA Corse” digital dashboard as supplied by Lamborghini.
It is permitted to install linear potentiometers on the suspension components. The sensors signals must be sent through the additional wiring as loom supplied by MTA.

TPMS

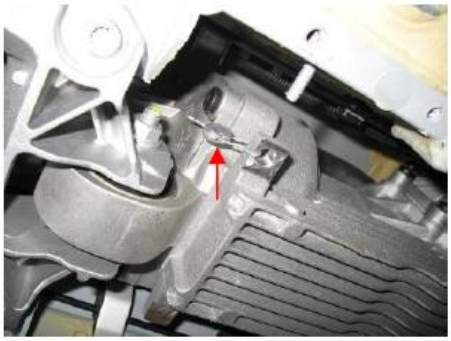
It is permitted to use the OPT TPMS (Tyre Pressure Monitoring System) which must be purchased through the Lamborghini Spare Part Service.
It is prohibited to use other TPMS systems not approved by Lamborghini.
IMSA and Lamborghini reserve the right to check the system and data at any time during the competition.

GEARBOX / TRANSMISSION

The gearbox must be the one prescribed by Lamborghini and therefore must be strictly Stock. All gearboxes will be sealed directly by Lamborghini.
Only Lamborghini is permitted to perform maintenance work on the gearboxes.
Prior to any maintenance work that may involve or damage the seals of the gearbox all Competitors are required seek permission from IMSA and Lamborghini.
The Competitor will not be permitted to start the race if, IMSA with the technical support of Lamborghini, determine the documentation and seals do not conform.
IMSA and Lamborghini reserve the right to check the conformity of the three seals on the gearbox at any time.
The modification of any part of the gearbox is prohibited; material may not be removed or added unless permitted by these Regulations and/or the Homologation Fiche.
During the weekend of the races, Lamborghini, in agreement with IMSA, reserves the right to replace at any time the TCU (transmission control unit) dedicated to the gearbox and gear shifting management.
Lamborghini will collect and collate the gearbox serial number with the chassis number of each vehicle.
The Competitor is required to submit the proper claim form (Appendix 2) for any maintenance or replacement operation involving the removal of seals.

DIFFERENTIALS

The Competitor is prohibited from performing any kind of maintenance work either on the rear differential, sealed with the gearbox, or on the front differential, which must also be sealed by Lamborghini.
The Competitor must inform and seek permission from IMSA or Lamborghini before attempting any maintenance work that may involve or damage the differential seals.
The Competitor will not be permitted to start the race if, IMSA with the technical support of Lamborghini, determine the documentation and seals do not conform.
Lamborghini will collect and collate the front differential serial number with the chassis number of each vehicle.
IMSA reserves the right to check the conformity of the seals on the front differential.
The Competitor is required to submit the proper claim form (Appendix 2) for any maintenance or replacement operation involving the removal of seals.


x1

x1

BRAKE SYSTEM

Only the following parts are permitted:

a. original components from Lamborghini;
b. air intakes and brake cooling fans, only in the positions specified in the user manual, are allowed;
c. Front brake discs steel by Brembo Racing 375x35mm;
d. Rear brake discs steel by Brembo Racing 355x32mm
e. Standard ABS system (Dry/Wet position);
f. Monoblock caliper front (6 piston) and rear (4 piston) by Brembo Racing;
g. Brake hads with Lamborghini logo and heavy duty fixing system
h. Brake Pads by Brembo Racing RB170.

The use of discs or brake pads other than those as defined by the Rules is prohibited.

PIPES/WIRING/HEATING SHIELD AND PROTECTIONS

The arrangement of all the components must remain as per the original layout and/or as per official Technical Bulletin from Lamborghini.

CAR BODY / INTERIOR

Pedals: the brake and accelerator pedal surfaces may be customised. All modifications are subject to IMSA approval.
Seat: the seat supplied by Lamborghini must be retained, along with its relative hardware for securing it to the chassis.
It is prohibited to participate at official Event with the second seat installed. The use of second seat is only permitted during private testing.
The Competitors are not allowed to modify the brackets and/or the fixing points of the seat, which at all times must be in the original condition and/or in the available positions.
Only one spacer can be used directly between the steering wheel and the quick release system. Only spacers and hardware provided by Lamborghini are permitted.
It is permitted to install air cabin openings only on the door windows.
No part of car body may be improved, modified or material added. All parts must correspond in size, appearance and material to the originals. The original position of car body parts may not be altered, nor adhesive tape affixed nor bonnets, bumpers or doors, etc., modified.

Side door windows must remain Stock, with the following exceptions permitted:

a. driver side door window may be removed and replaced with a window net meeting FIA Specifications (FIA Art. 253.11)
b. passenger side door window may be removed with no window net required.

Driver Comfort Systems: Driver cooling and/or fresh air systems are permitted. Type and installation are subject to written IMSA approval. The Ice chest, if installed must be placed in passenger seat ballast area or on the passenger floorboard.The only permitted driver comfort system is the OMP Part # TBD. Installation must be per OMP's specifications.

the following carbon panels inside the cockpit may be removed:

- flooring passenger side;
- right side central tunnel;
- left side central tunnel;
- top of central tunnel;

LUBRICANTS

All Competitors must use the following lubricants:

Engine Oil:	CASTROL EDGE SPORT 10W60
Gearbox Oil:	CASTROL SYNTRAX LONGLIFE 75W90 or AGIP ROTRA LSX 75W90
Brake System Oil:	CASTROL SRF or BREMBO HTC64T
E-Gearbox Oil:	PENTOSIN CHF 11S
Hydraulic Power Steering Oil:	LIQUI MOLY ATF III
Cooling system:	BASF GLYSANTIN G 40-91

At any time during the Events, lubricant samples may be taken for testing. Cars are required to have all the lubricants reaching the full (high) level, and/or the level recommended by Lamborghini prior to participating in on-track activity.

SAFETY DEVICES

The Car fully complies with the APPENDIX J (Article 277 for Sport Cars) of the International Sporting Code concerning the safety devices and must be retained as Stock:

- Brake system safety
- Circuit breaker (also marked per IMSA Code 11.5.14.2.)
- Fuel tank FT3, pipes, pumps and filter
- Oil catch tank
- Electric cables
- Safety belts
- Reverse gear
- Suspension arm
- Wheel material
- Extinguisher (also marked per IMSA Code 11.5.14.11.)
- Rear view mirror
- Rear light
- Towing eye (also marked per IMSA Code 11.5.14.12.)
- Firewall
- Windscreen wiper
- Roll cage
- Seat
- Roll cage padding
- Ground clearance

It is not permitted to change the number and the original position of the fire- extinguisher.

11.18.3 Additional required safety devices

- All cars must be fitted with driver side window nets.
- IMSA requires the use of SFI 37.1 Kevlar left and right side head restraint nets in all IMSA closed-cockpit cars. The head restraint nets, when connected must conform to the Manufacturer's mounting instructions and must be configured, maintained and used in accordance with the Manufacturer's instructions. Nets and mounting hardware are available from :

  CV Products (800) 448-1223 Attn : Thomas Decker x3023 tdecker@cvproducts.com
  RPXpress (828) 428-0820 Attn : Mark Testa mtesta@rpxpress.com

11.18.4 All cars must have installed the BSCI 7000 series door foam kit as available and delivered by the Official LST parts truck.
11.18.5 All safety equipment must conform to the Manufacturer's mounting instructions and must be configured, maintained and used in accordance with the Manufacturer's instructions.
11.18.6 The team is responsible for the correct maintenance and validity of the safety devices.

FUEL SYSTEM

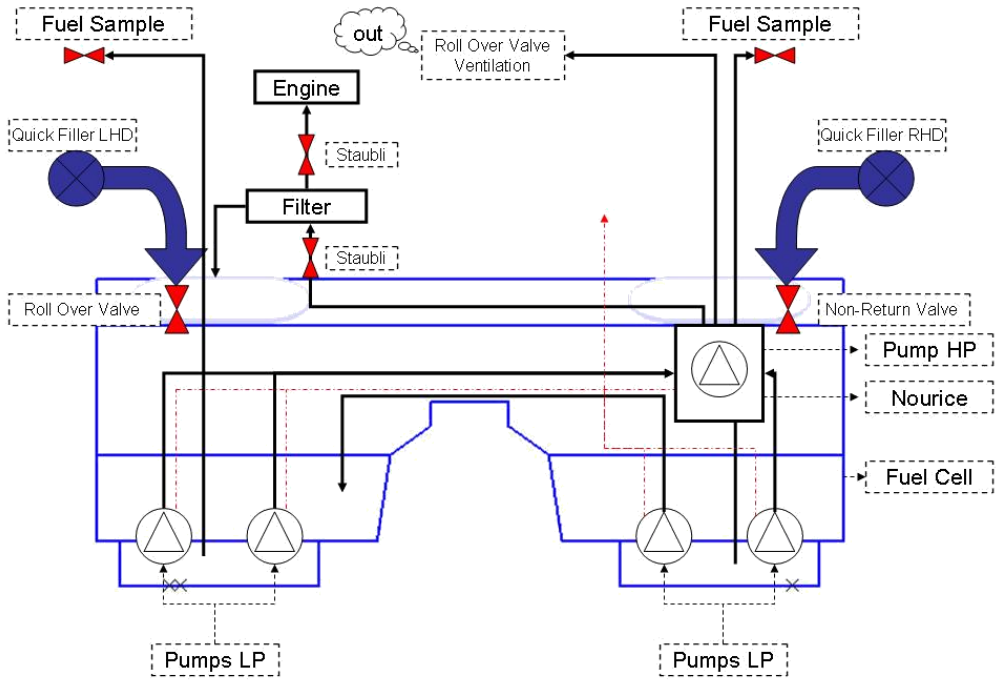
The Cars must equip the complete system including:

- FT3 rubber fuel tank with internal foam (the total capacity with the foam is 120 L);
- 4 low pressure suction pumps and the original high pressure fuel pump installed inside a nourice (3 L capacity);
- the internal fuel system layout Including fuel hoses and specific connections;
- the external fuel system made of special fuel hoses with metallic protection and Ergal connections;
- the electrical wiring loom (fuel resistant);
- 1 fuel tank flange with non return flap valve FIA homologated;
- 1 fuel tank flange with gravity activated roll-over valve;
- 1 ventilation/breather valve 200mbar homologated by FIA;
- 2 cut- off 'quick disconnect' connector;
- 2 safety filler necks;
- 2 refuelling and ventilation plastic bottles;
- 2 engine bay fuel tank protection shields, 4 inside the cockpit and 2 car underneath;
- 2 fuel sample/ and fuel tank drain connector.

All FIA certifications released to the team must be kept and will be object of inspection during Events. The FIA fuel tank homologation must be always visible in order to allow the necessary validity inspections;
It is not permitted to perform any kind of modification to the FT3 fuel system;
It is strictly forbidden to carry out any modification to the components of the original refueling system;
All teams must comply with the installation procedures supplied by Lamborghini;
The removal of the carbon canister and the air pollution pumps, according with the workshop manual provided by Lamborghini, is permitted only with the presence of the Lamborghini technical personnel and the compulsory update of the engine software.

Minimum 2kg fuel required in vehicle after all sessions for fuel sampling.

The fuel system must be maintained per the following Illustration:



MISCELLANEOUS:

Private In-Car Cameras are permitted. IMSA must approve camera location and and mounting hardware.
IMSA may impound camera footage from competitors for any purpose.
A Team may be required to fit and use cameras as assigned and provided by IMSA.

MANDATORY DECALS

All decals must be applied in accordance with Appendix 1 prior to participation in the first on-track session.
All decals must comply with the standards established by IMSA for the Lamborghini Blancpain Super Trofeo.
Cars found without Series required decals during the Event will not be eligible for competition. Decals of other competing series, sanctioning bodies, and/or competing tire or car manufacturers, must be removed prior to the first on-track session.
Decals of other competing series, sanctioning bodies, and/or competing tire or car manufacturers will be prohibited on any transporter in the paddock.

APPENDIX 1 – DECAL LOCATIONS

All white areas of the car are available for sponsor placement.

Appendix 2 – Application for Gearbox, Engine, Front Differential Replacement

The Team:_____

requires the replacement of (check with X):

○ Engine (id number): <_____(old)><_____(new)>

○ Gearbox (id number): <_____(old)><_____(new)>

○ Fr. Diff. (id number): <_____(old)><_____(new)>

of the car:

Chassis number:_____

for the following reason:

_____

_____

_____

Team Manager _____ Date _____

APPROVAL

Super Trofeo Technical Responsible _____ Super Trofeo Coordinator _____

Stamp and date